





## THE CHINA MAIL.

THE R. M. S. Empress of India, from Hongkong, Nov. 30, arrived at Vancouver at 3 p.m. on the 20th inst.

A MALAY employed at Hartmann's Circus was sent to prison for a month by Mr. Wedderburn of the Magistracy for having stolen fifteen pieces of clothing belonging to other circus employés. The accused had been in the Circus only about a fortnight. He got the clothes to wash and appropriated them to his own use.

THE SANITARY BOARD will meet to-morrow afternoon. The following is the agenda.—1. Letters from the Honourable Colonial Secretary concerning the abatement of a nuisance arising from trade operations. 2. Mortality Returns for the weeks ended the 10th and 17th December, 1892. 3. Analyst's report on samples of water drawn from the Tai-tam and Pak-fu-lam conduits and mains in November 1892. 4. Applications for the vacant post of Inspector of Nuisances. 5. Village Scavenging Contracts.

THE STRAITS INSURANCE COMPANIES, Fire and Marine, have sent us a handsome perpetual date card, a wall calendar, a date block, a paper weight, a paper-cutter and an envelope opener and book-mark as reminders of the nearness of the new year. From Messrs Dakin, Crucikshank and Co., we have received a couple of neat memo cards with calendar, and from Messrs Meyer and Co. a wall calendar issued by the Imperial Insurance Co.

DETECTIVE-SERGEANT Green, of the Hongkong Police Force, arrived by the P. and O. steamer *Verona* last night, having in custody the Italian, Luigi Doluglio, who is charged with obtaining, fraudulently, possession of a packet of peaches, sapphires and turquoise, valued at \$1,890, from the Post Office officials, addressed to Leons Prato, dentist, in the month of February last. Sergeant Green left three months ago for Mauritius, where Doluglio had escaped. After a month's stay in that island while the customary formalities were gone through for the handing over of the prisoner, Sergeant Green sailed for Colombo, where other eight days were consumed in more formalities. Doluglio was brought before Mr. Wedderburn at the Magistracy this forenoon and remanded for a week.

FIRES broke out last night about half-past nine o'clock in the second floor of a dwelling house at 14 Jubilee Street. In less than a quarter of an hour the second, third and fourth stories had been completely destroyed, and it was only through the energetic action of the Fire Brigade that the flames were prevented from spreading to the other houses in this crowded locality. The total damage done is estimated at nearly \$1,000, which is not insured. Acting Deputy Superintendent Matheson and Inspector Quincey in a very creditable manner prevented the fire from getting a hold on the lower storey. While the fire was at its height Inspector Quincey noticed that two stacks of wood stored in the lower floor, in close proximity to the burning cook-loft, had become ignited. This floor was heavily insured, and no effort was being made by the occupants to put out the fire. The Inspector called in Mr. Matheson, and seeing it would be too late to await the arrival of a hose, they both busied themselves to push the burning wood through the windows into the cookloft. They were successful, but in carrying out the work Mr. Matheson had his right hand badly burned.

THE new programme at Hartmann's Circus is nothing if not lively and ought to attract larger crowds than ever to West Point. The Feoleys are in great form and the wonderful feats by the two youngest members of the family require a combination of coolness, skill and daring rarely found even in the most accomplished performers of mature years. The other members of the company also appear in new acts, and there is a remarkably good acrobatic exhibition in which quite a crowd take part. The clowning is a prominent and exceedingly good feature of the programme, and the concluding item, in which Mr. George Hartmann and Mr. Robert Love shine as a couple of comic Irishmen, is highly amusing besides affording an opportunity for showing the jumping powers of a number of horses. A grand special matinée will be given on Friday afternoon, under the patronage and in the presence of H. E. the Governor and Lady Robinson, and there will be, as usual, a family matinée on Saturday.

SAYS THE *St. James's Gazette*.—The function of the journalists is always a hard, generally thankless one; but now and again it is lightened by the consciousness that he is doing good in the world. For several years a small group of journalists—among whom the *St. James's Gazette* was the chief and the most persistent—attacked that nucleus of the British Navy, the Monasteries, which was converting our ships into clumsy and unseaworthy floating fortresses. The Department scoffed; but the experts derided. But in the end common sense and steady iteration—practised, and though officially never acknowledged it was wrong, it quietly accepted the views of its critics. Three or four years ago it was decided that there were to be no more 112-ton guns; now it is understood that there are to be no more 67-tonners either, and that a 50-ton gun, which, if necessary, can be worked by hand, is to be the largest weapon in English turrets and barbette. So we were right, after all, when we told our compatriots that the writer would not do. But what a pity that writer could not come forward before, instead of after, it had spent some millions on badly designed ships which would never have been built at all if they had not been intended to carry the *Leviathan*.

It is stated, says the *Free Press*, that H. M. S. *Mercury* will not be relieved at Singapore till the beginning of the year, owing to H. M. S. *Palas* not being able at present to be spared from the northern division of the China Station.

A CHINAMAN apparently a pauper, walked into the Central Station at Ponsonby one morning lately with his throat cut. The man was unable to speak and was at once conveyed to hospital, where it was ascertained from him that the wound was inflicted.

THE N. C. *Daily News* says: We have to record with sorrow the death of Mr. R. W. Mansfield. She had suffered for a long time, her illness dating, it may be said, from the Chinkiang riot of 1883, but her natural brightness, vivacity and good-humouredness will keep her memory fresh among her very numerous friends for many years to come.

THE Japan correspondent of the N. C. *Daily News* writes:—There is nothing further of interest to add in connection with the *Revere*-Oshima incident and probably little more will be known upon the disaster until the enquiry has been held. Every information gleaned of the officers of the P. & O. steamer, however, is able to say that the *Revere* was pursuing her ordinary course, that she was hugging—as custom rendered it necessary she should hug—the northern side, and that the *Chishima* first shone three lights, then one only—she endeavoured to cross the mail boat's bows. The *Chishima* had anchored over night in Matsuyama Bay and had only just got under way, so to speak, when the terrible disaster occurred. The *Chishima*, when she respected the recognised practice of passing to the right hand in narrow water, would never have attempted to cross the *Revere*'s bows. So far, it looks as though she had committed an unaccountable blunder, but at judgment must of course be withheld in the meantime. There have been some foolish criticisms in some of the native papers, and charges have been made of inadequate care by the *Revere*'s men of the rescued people, but they are not worthy of serious consideration here. The *Revere* has been docked, and her repairs are now doubtless well in hand. It is thought that the enquiry will be held at Yokohama on the *Revere*'s return there.

THE Pilot Chart of the North Atlantic Ocean, published by the Hydrographic Office of the United States, contains information of considerable interest with respect to a floating island. The reports received indicate the drift, from some portion of the coast of the American continent to mid-ocean of a mass of forest growth that resembles a floating island. The first two reports, July 28 and Aug. 8, are quite near each other, but from Aug. 8 to September 10 the little island drifted E.N.E. about 10,750 miles, going an average rate of a trifle over a mile an hour. Unless broken up or scattered by a storm, it may soon be sighted along the steamship route, between the 20th and 30th meridians, and eventually drift ashore on the coast of Europe. The following reports have already been received by the U. S. Hydrographic Office.—July 28, at 39° N. long. 64° E., lat. 30° 26' N., long. 65° W., passed a mass of reeds standing about 30 feet above sea level, visible about seven miles. Aug. 6, lat. 39° 26' N., long. 65° W., passed a mass of reeds standing straight up, nearly 30 feet high. Aug. 26, lat. 41° 49' N., long. 57° 39' W., passed a small floating island of bamboo, about 30 feet in diameter, and 20 to 30 feet high. Sept. 10, lat. 45° 29' N., long. 42° 30' W., passed a clump of bamboo about 30 feet in diameter and 20 feet high.

THE Russian Committee of Ministers will shortly consider the draft statutes of a new Steam Navigation Company, which proposes to found a line of steamers for the conveyance of mails, passengers, and goods between the ports of Russia in Europe and the Far East, including India, China, Japan, Korea, Eastern Siberia, and Saghalien Islands. The first two reports, July 28 and Aug. 8, are quite near each other, but from Aug. 8 to September 10 the little island drifted E.N.E. about 10,750 miles, going an average rate of a trifle over a mile an hour. Unless broken up or scattered by a storm, it may soon be sighted along the steamship route, between the 20th and 30th meridians, and eventually drift ashore on the coast of Europe. The following reports have already been received by the U. S. Hydrographic Office.—July 28, at 39° N. long. 64° E., lat. 30° 26' N., long. 65° W., passed a mass of reeds standing about 30 feet above sea level, visible about seven miles. Aug. 6, lat. 39° 26' N., long. 65° W., passed a mass of reeds standing straight up, nearly 30 feet high. Aug. 26, lat. 41° 49' N., long. 57° 39' W., passed a clump of bamboo about 30 feet in diameter and 20 feet high.

THE Russian Committee of Ministers will shortly consider the draft statutes of a new Steam Navigation Company, which proposes to found a line of steamers for the conveyance of mails, passengers, and goods between the ports of Russia in Europe and the Far East, including India, China, Japan, Korea, Eastern Siberia, and Saghalien Islands. The first two reports, July 28 and Aug. 8, are quite near each other, but from Aug. 8 to September 10 the little island drifted E.N.E. about 10,750 miles, going an average rate of a trifle over a mile an hour. Unless broken up or scattered by a storm, it may soon be sighted along the steamship route, between the 20th and 30th meridians, and eventually drift ashore on the coast of Europe. The following reports have already been received by the U. S. Hydrographic Office.—July 28, at 39° N. long. 64° E., lat. 30° 26' N., long. 65° W., passed a mass of reeds standing about 30 feet above sea level, visible about seven miles. Aug. 6, lat. 39° 26' N., long. 65° W., passed a mass of reeds standing straight up, nearly 30 feet high. Aug. 26, lat. 41° 49' N., long. 57° 39' W., passed a clump of bamboo about 30 feet in diameter and 20 feet high.

THE Russian Committee of Ministers will shortly consider the draft statutes of a new Steam Navigation Company, which proposes to found a line of steamers for the conveyance of mails, passengers, and goods between the ports of Russia in Europe and the Far East, including India, China, Japan, Korea, Eastern Siberia, and Saghalien Islands. The first two reports, July 28 and Aug. 8, are quite near each other, but from Aug. 8 to September 10 the little island drifted E.N.E. about 10,750 miles, going an average rate of a trifle over a mile an hour. Unless broken up or scattered by a storm, it may soon be sighted along the steamship route, between the 20th and 30th meridians, and eventually drift ashore on the coast of Europe. The following reports have already been received by the U. S. Hydrographic Office.—July 28, at 39° N. long. 64° E., lat. 30° 26' N., long. 65° W., passed a mass of reeds standing about 30 feet above sea level, visible about seven miles. Aug. 6, lat. 39° 26' N., long. 65° W., passed a mass of reeds standing straight up, nearly 30 feet high. Aug. 26, lat. 41° 49' N., long. 57° 39' W., passed a clump of bamboo about 30 feet in diameter and 20 feet high.

THE Russian Committee of Ministers will shortly consider the draft statutes of a new Steam Navigation Company, which proposes to found a line of steamers for the conveyance of mails, passengers, and goods between the ports of Russia in Europe and the Far East, including India, China, Japan, Korea, Eastern Siberia, and Saghalien Islands. The first two reports, July 28 and Aug. 8, are quite near each other, but from Aug. 8 to September 10 the little island drifted E.N.E. about 10,750 miles, going an average rate of a trifle over a mile an hour. Unless broken up or scattered by a storm, it may soon be sighted along the steamship route, between the 20th and 30th meridians, and eventually drift ashore on the coast of Europe. The following reports have already been received by the U. S. Hydrographic Office.—July 28, at 39° N. long. 64° E., lat. 30° 26' N., long. 65° W., passed a mass of reeds standing about 30 feet above sea level, visible about seven miles. Aug. 6, lat. 39° 26' N., long. 65° W., passed a mass of reeds standing straight up, nearly 30 feet high. Aug. 26, lat. 41° 49' N., long. 57° 39' W., passed a clump of bamboo about 30 feet in diameter and 20 feet high.

THE Russian Committee of Ministers will shortly consider the draft statutes of a new Steam Navigation Company, which proposes to found a line of steamers for the conveyance of mails, passengers, and goods between the ports of Russia in Europe and the Far East, including India, China, Japan, Korea, Eastern Siberia, and Saghalien Islands. The first two reports, July 28 and Aug. 8, are quite near each other, but from Aug. 8 to September 10 the little island drifted E.N.E. about 10,750 miles, going an average rate of a trifle over a mile an hour. Unless broken up or scattered by a storm, it may soon be sighted along the steamship route, between the 20th and 30th meridians, and eventually drift ashore on the coast of Europe. The following reports have already been received by the U. S. Hydrographic Office.—July 28, at 39° N. long. 64° E., lat. 30° 26' N., long. 65° W., passed a mass of reeds standing about 30 feet above sea level, visible about seven miles. Aug. 6, lat. 39° 26' N., long. 65° W., passed a mass of reeds standing straight up, nearly 30 feet high. Aug. 26, lat. 41° 49' N., long. 57° 39' W., passed a clump of bamboo about 30 feet in diameter and 20 feet high.

THE Russian Committee of Ministers will shortly consider the draft statutes of a new Steam Navigation Company, which proposes to found a line of steamers for the conveyance of mails, passengers, and goods between the ports of Russia in Europe and the Far East, including India, China, Japan, Korea, Eastern Siberia, and Saghalien Islands. The first two reports, July 28 and Aug. 8, are quite near each other, but from Aug. 8 to September 10 the little island drifted E.N.E. about 10,750 miles, going an average rate of a trifle over a mile an hour. Unless broken up or scattered by a storm, it may soon be sighted along the steamship route, between the 20th and 30th meridians, and eventually drift ashore on the coast of Europe. The following reports have already been received by the U. S. Hydrographic Office.—July 28, at 39° N. long. 64° E., lat. 30° 26' N., long. 65° W., passed a mass of reeds standing about 30 feet above sea level, visible about seven miles. Aug. 6, lat. 39° 26' N., long. 65° W., passed a mass of reeds standing straight up, nearly 30 feet high. Aug. 26, lat. 41° 49' N., long. 57° 39' W., passed a clump of bamboo about 30 feet in diameter and 20 feet high.

THE Russian Committee of Ministers will shortly consider the draft statutes of a new Steam Navigation Company, which proposes to found a line of steamers for the conveyance of mails, passengers, and goods between the ports of Russia in Europe and the Far East, including India, China, Japan, Korea, Eastern Siberia, and Saghalien Islands. The first two reports, July 28 and Aug. 8, are quite near each other, but from Aug. 8 to September 10 the little island drifted E.N.E. about 10,750 miles, going an average rate of a trifle over a mile an hour. Unless broken up or scattered by a storm, it may soon be sighted along the steamship route, between the 20th and 30th meridians, and eventually drift ashore on the coast of Europe. The following reports have already been received by the U. S. Hydrographic Office.—July 28, at 39° N. long. 64° E., lat. 30° 26' N., long. 65° W., passed a mass of reeds standing about 30 feet above sea level, visible about seven miles. Aug. 6, lat. 39° 26' N., long. 65° W., passed a mass of reeds standing straight up, nearly 30 feet high. Aug. 26, lat. 41° 49' N., long. 57° 39' W., passed a clump of bamboo about 30 feet in diameter and 20 feet high.

THE Russian Committee of Ministers will shortly consider the draft statutes of a new Steam Navigation Company, which proposes to found a line of steamers for the conveyance of mails, passengers, and goods between the ports of Russia in Europe and the Far East, including India, China, Japan, Korea, Eastern Siberia, and Saghalien Islands. The first two reports, July 28 and Aug. 8, are quite near each other, but from Aug. 8 to September 10 the little island drifted E.N.E. about 10,750 miles, going an average rate of a trifle over a mile an hour. Unless broken up or scattered by a storm, it may soon be sighted along the steamship route, between the 20th and 30th meridians, and eventually drift ashore on the coast of Europe. The following reports have already been received by the U. S. Hydrographic Office.—July 28, at 39° N. long. 64° E., lat. 30° 26' N., long. 65° W., passed a mass of reeds standing about 30 feet above sea level, visible about seven miles. Aug. 6, lat. 39° 26' N., long. 65° W., passed a mass of reeds standing straight up, nearly 30 feet high. Aug. 26, lat. 41° 49' N., long. 57° 39' W., passed a clump of bamboo about 30 feet in diameter and 20 feet high.

THE Russian Committee of Ministers will shortly consider the draft statutes of a new Steam Navigation Company, which proposes to found a line of steamers for the conveyance of mails, passengers, and goods between the ports of Russia in Europe and the Far East, including India, China, Japan, Korea, Eastern Siberia, and Saghalien Islands. The first two reports, July 28 and Aug. 8, are quite near each other, but from Aug. 8 to September 10 the little island drifted E.N.E. about 10,750 miles, going an average rate of a trifle over a mile an hour. Unless broken up or scattered by a storm, it may soon be sighted along the steamship route, between the 20th and 30th meridians, and eventually drift ashore on the coast of Europe. The following reports have already been received by the U. S. Hydrographic Office.—July 28, at 39° N. long. 64° E., lat. 30° 26' N., long. 65° W., passed a mass of reeds standing about 30 feet above sea level, visible about seven miles. Aug. 6, lat. 39° 26' N., long. 65° W., passed a mass of reeds standing straight up, nearly 30 feet high. Aug. 26, lat. 41° 49' N., long. 57° 39' W., passed a clump of bamboo about 30 feet in diameter and 20 feet high.

THE Russian Committee of Ministers will shortly consider the draft statutes of a new Steam Navigation Company, which proposes to found a line of steamers for the conveyance of mails, passengers, and goods between the ports of Russia in Europe and the Far East, including India, China, Japan, Korea, Eastern Siberia, and Saghalien Islands. The first two reports, July 28 and Aug. 8, are quite near each other, but from Aug. 8 to September 10 the little island drifted E.N.E. about 10,750 miles, going an average rate of a trifle over a mile an hour. Unless broken up or scattered by a storm, it may soon be sighted along the steamship route, between the 20th and 30th meridians, and eventually drift ashore on the coast of Europe. The following reports have already been received by the U. S. Hydrographic Office.—July 28, at 39° N. long. 64° E., lat. 30° 26' N., long. 65° W., passed a mass of reeds standing about 30 feet above sea level, visible about seven miles. Aug. 6, lat. 39° 26' N., long. 65° W., passed a mass of reeds standing straight up, nearly 30 feet high. Aug. 26, lat. 41° 49' N., long. 57° 39' W., passed a clump of bamboo about 30 feet in diameter and 20 feet high.

THE Russian Committee of Ministers will shortly consider the draft statutes of a new Steam Navigation Company, which proposes to found a line of steamers for the conveyance of mails, passengers, and goods between the ports of Russia in Europe and the Far East, including India, China, Japan, Korea, Eastern Siberia, and Saghalien Islands. The first two reports, July 28 and Aug. 8, are quite near each other, but from Aug. 8 to September 10 the little island drifted E.N.E. about 10,750 miles, going an average rate of a trifle over a mile an hour. Unless broken up or scattered by a storm, it may soon be sighted along the steamship route, between the 20th and 30th meridians, and eventually drift ashore on the coast of Europe. The following reports have already been received by the U. S. Hydrographic Office.—July 28, at 39° N. long. 64° E., lat. 30° 26' N., long. 65° W., passed a mass of reeds standing about 30 feet above sea level, visible about seven miles. Aug. 6, lat. 39° 26' N., long. 65° W., passed a mass of reeds standing straight up, nearly 30 feet high. Aug. 26, lat. 41° 49' N., long. 57° 39' W., passed a clump of bamboo about 30 feet in diameter and 20 feet high.

THE Russian Committee of Ministers will shortly consider the draft statutes of a new Steam Navigation Company, which proposes to found a line of steamers for the conveyance of mails, passengers, and goods between the ports of Russia in Europe and the Far East, including India, China, Japan, Korea, Eastern Siberia, and Saghalien Islands. The first two reports, July 28 and Aug. 8, are quite near each other, but from Aug. 8 to September 10 the little island drifted E.N.E. about 10,750 miles, going an average rate of a trifle over a mile an hour. Unless broken up or scattered by a storm, it may soon be sighted along the steamship route, between the 20th and 30th meridians, and eventually drift ashore on the coast of Europe. The following reports have already been received by the U. S. Hydrographic Office.—July 28, at 39° N. long. 64° E., lat. 30° 26' N., long. 65° W., passed a mass of reeds standing about 30 feet above sea level, visible about seven miles. Aug. 6, lat. 39° 26' N., long. 65° W., passed a mass of reeds standing straight up, nearly 30 feet high. Aug. 26, lat. 41° 49' N., long. 57° 39' W., passed a clump of bamboo about 30 feet in diameter and 20 feet high.

THE Russian Committee of Ministers will shortly consider the draft statutes of a new Steam Navigation Company, which proposes to found a line of steamers for the conveyance of mails, passengers, and goods between the ports of Russia in Europe and the Far East, including India, China, Japan, Korea, Eastern Siberia, and Saghalien Islands. The first two reports, July 28 and Aug. 8, are quite near each other, but from Aug. 8 to September 10 the little island drifted E.N.E. about 10,750 miles, going an average rate of a trifle over a mile an hour. Unless broken up or scattered by a storm, it may soon be sighted along the steamship route, between the 20th and 30th meridians, and eventually drift ashore on the coast of Europe. The following reports have already been received by the U. S. Hydrographic Office.—July 28, at 39° N. long. 64° E., lat. 30° 26' N., long. 65° W., passed a mass of reeds standing about 30 feet above sea level, visible about seven miles. Aug. 6, lat. 39° 26' N., long. 65° W., passed a mass of reeds standing straight up, nearly 30 feet high. Aug. 26, lat. 41° 49' N., long. 57° 39' W., passed a clump of bamboo about 30 feet in diameter and 20 feet

## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOT POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUZ, PORT SAID,  
MOUNTAINAN AND BLACK SEA PORTS, ALEXANDRIA,  
MAISSELS, LONDON, HAVRE AND BORDEAUX.

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 28th December, 1892, at noon, the Company's Steamship *SAALAZAT*, Commandant PAUL, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted, when

Cargo will be received on board in 4 parts, Specie and Parcels until 3 p.m., on the 27th December, 1892. (Parcels are not to be sent on board; they must be sent to the agent's office.)

Contents and value of Packages required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, December 14, 1892. 2198

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Empress of Japan | Wednesday | Dec. 28/92

Empress of China | Wednesday | Jan. 26/93

Empress of India | Wednesday | Feb. 22/93

H.M.S. EMPRESS OF JAPAN. | Lieut. Gen. A. Lee, R.N.R., Commander, sailing at noon, on WEDNESDAY, DAY, 28th December, with Her Majesty's Mail, which goes to VICTORIANA, via HONGKONG, KOBÉ, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.

(In Mexican Dollars.)

FROM HONGKONG, FIRST CLASS.

TO One Way Return Prepaid Return

4 12  
Mo. Mo.

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394

225 338 394